

Claim 3, line 2, change "engageable" into --engaging [engageable]--.

Claim 5, line 21, underline the comma.

Claim 6, line 4, reinsert the term "which" before "faces";

line 6, change "engageable" into --engaging [engageable]--.

REMARKS

This is in response to the fax communication from the Examiner dated August 31, 1998, and the interviews with the Examiner on August 31 and September 10, 1998. Entry of the foregoing amendments and corrections are respectfully requested.

By the foregoing amendment, claims 3, 5 and 6 have been amended or corrected. Claims 1 to 12, 16, 28 and 31 remain pending in this reissue application. Claims 13 to 15, 17 to 27 and 32 to 42 were previously canceled.

The amendments and corrections stated above were requested by the Examiner on page 2 of the August 31, 1998, fax communication. These amendments and corrections are incorporated into the substitute pages 8, 9 and 10 attached to the end of this response, which provide the entire text of the claims being amended and corrected.

A Certificate Under 37 C.F.R. 3.73(b) is also being filed herewith, as requested by the Examiner, to show the chain of title from the inventors to the current assignee, Unisia Jecs Corporation. The information shown in the Certificate Under 37 C.F.R. 3.73(b) was previously

available in the PTO file for this application, and in the Abstract of Title requested in the original reissue application papers.

A Second Supplemental Reissue Declaration is being filed herewith to cover the changes made in the Amendment After Final filed on February 23, 1998, and the further changes made in this Supplemental Amendment After Final. The Second Supplemental Reissue Declaration also provides the residence, post office address, and country of citizenship of each inventor, as requested by the Examiner.

It is respectfully submitted that each amendment made to the issued patent through this reissue application has a basis in the original disclosure. To the extent that reference has not already been made to the basis in the original disclosure for each amendment, the following additional remarks are provided. For convenience, all references to the specification below are to the page and line numbers that appear in the substitute specification filed on July 1, 1998. The identified portions of the substitute specification have corresponding portions in the specification of the original patent application.

With respect to the change in the title of the invention and in the preamble of the claims, the terms "flywheel" and "flywheel assembly" were used throughout the original specification and claims of this application (e.g., page 1, line 11, page 4A, line 1, and claim 9, line 1). The preamble of claims 1 to 8 of the issued patent recited a "flywheel," while the preamble of claims 9 to 12 recited a "flywheel assembly." Since all of the claims as amended are directed to a flywheel assembly rather than a crankshaft assembly, the title was changed to be consistent with the claimed subject matter. Similar changes were made on page 3B, line 1, and

page 6, line 29, of the substitute specification to change "crankshaft assembly" into --flywheel assembly." Similar changes were also made to the preamble of claims 1 to 8 to change "flywheel" into --flywheel assembly" for consistency throughout the claims.

The editorial changes made on page 3A, line 37, and page 5, line 2, of the substitute specification were to correct obvious informalities that occurred during printing by the Patent & Trademark Office.

The phrases "of this example" and "in this example" were inserted on page 3B, lines 9, 20 and 22-23, for grammatical clarity. The basis for these changes is that two embodiments or examples were disclosed in the original application (e.g., page 3B, line 5, and page 6, line 30). These changes are editorial in nature and do not change the substance of the disclosure.

The basis for the elastic plate being fixed "at its inner portion 2f" to one "shaft" end of the crankshaft 1, as recited on page 3B, line 10, of the substitute specification, is found in original Fig. 1 of the drawings and can be implied from the specification at page 3B, lines 9 to 11. The inner portion 2f of the elastic plate 2 is clearly shown in Fig. 1 of the original drawings as being fixed to the shaft end of the crankshaft 1 by bolts 3.

The changes made on page 3B, lines 11 to 14, were made for clarity and to provide proper antecedent basis for the claimed subject matter. The elastic plate 2 has an outer peripheral portion 2b, as shown in Fig. 1 of the drawings and stated in the specification at page 3B, lines 11 to 13. The outer peripheral portion 2b is formed with an axially extending "flange" 2a, as shown in Fig. 1 and implied from the specification at page 3B, line 13. The phrase "is

formed at its” has been deleted for clarity since this phrase implies that antecedent basis has already been given for the outer peripheral portion. The term “edge” has been deleted in line 12 to help distinguish the outer peripheral portion 2b of the elastic plate 2 from the outer peripheral edge portion of the reinforcing member 4. The term “section” has been changed to --flange-- in line 13 to more clearly reference the axially extending flange 2a shown in Fig. 1. All of these changes are essentially editorial in nature and have a basis in Fig. 1 of the original drawings and in the portions of the specification identified above.

The changes made on page 3B, lines 20 to 26, were also made for clarity and to provide proper antecedent basis for the claimed subject matter. The “received portion” 4a recited in line 20 is described as being cylindrical and was referred to in the original specification as a “cylindrical section 4a.” The “outwardly extending flange 4b” recited in lines 23 to 24 is clearly shown in Fig. 1 and implied in the specification at page 3B, lines 23 to 24. The inner portion 2f of the elastic plate 2 being clamped between the reinforcing member 4 and the shaft end of the crankshaft 1, as recited in lines 25 to 26, is also clearly shown in Fig. 1 and implied in the specification at page 3B, lines 17 to 18. Thus, all of these changes have a basis in Fig. 1 of the original drawings and can be implied from the specification.

The changes made to page 4A were also made for clarity and to provide proper antecedent basis for the claimed subject matter. The term “edge” was deleted on page 4A, line 2, for consistency with the change made on page 3B, line 12. The “inner portion 5h” of the flywheel body 5, as recited on page 4A, line 6, is clearly shown in Fig. 1 and was referred to in the original disclosure as a “stepped inner peripheral edge surface” (page 4A, lines 6 to 7), which

implies essentially the same structure. The phrase “central mounting hole 5b” in line 7 stems from the phrase “mounting opening 5b” in the original disclosure (page 4A, line 7), which implies essentially the same structure. The central mounting hole 5b is clearly shown in Fig. 1 of the drawings. The “cylindrical received portion 4a” recited on page 4A, line 8, is based on the corresponding change made on page 3B, line 20. The inner peripheral surface of the flywheel body 5 being “stepped,” as recited on page 4A, lines 9 to 10, has a basis in the original text of this same sentence. The first, second, and third surface sections 5c, 5d, and 5e recited on page 4A, lines 10 to 13, are clearly shown in Fig. 1 of the drawings. This change is editorial in nature. The cylindrical received portion 4a being “axially extending,” as recited on page 4A, lines 14 and 15, is supported by the original term “axial section 4a” in line 14, as well as Fig. 1 of the drawings. The term “radial outward flange 4b” recited on page 4A, line 17, is based on the corresponding change made on page 3B, lines 23 to 24. The term “predetermined clearance 10” recited on page 4A, lines 19 to 20, is supported by the original term “predetermined distance” in this same sentence, as well as Fig. 1 of the drawings. The term “predetermined clearance 11” recited on page 4A, line 24, is supported by the original term “predetermined distance” in this same sentence, as well as Fig. 1 of the drawings. The term “flywheel body 5” on page 4A, lines 20 to 21 and 22, is supported by the original text on page 4A, line 1. The term “radially extending first side surface 5f” recited on page 4A, lines 21 to 22, was added for clarity and is supported by the original text of this same sentence and Fig. 1 of the original drawings. The term “radially extending side surface 5g,” as recited on page 4A, lines 26 to 27 and 28 to 29, was added as an editorial change for consistency in describing the side surfaces 5f, 5g of the flywheel

body 5. The radially extending side surface 5g being “an engaging surface,” as recited on page 4A, line 29, has a basis in the original text which describes the surface 5g as being engageable with the clutch facing 8 (e.g., page 4A, lines 29 to 30), and also in Fig. 1 of the drawings which shows the surface 5g engaged with the clutch facing 8. Therefore, all of the changes shown on page 4A of the substitute specification are either editorial in nature or have a basis in the text or drawings of the original disclosure.

The term “radial surface 5g” has been changed to --radial engaging surface 5g” throughout the specification and claims following the change made on page 4A, line 29. As stated above, this change has a basis in the original text which describes the surface 5g as being engageable with the clutch facing 8 (e.g., page 4A, lines 29 to 30), and also in Fig. 1 of the drawings.

Claim 1 was amended to delete the phrase “to a driven unit” and to add the phrase “through said flywheel assembly.” These changes are supported by the original specification and drawings, which make clear that engine torque is transmitted from the crankshaft 1 through the flywheel assembly to the clutch disc 9 (see page 4B, first paragraph, and Fig. 1).

Claim 5 has been amended to claim that the “cylindrical portion of said reinforcing member is sized to allow” the first portion of the flywheel body “to slide” axially. These changes are supported by the original claim 1 which recites that the flywheel body is slidably mounted, and also by the specification which recites that the cylindrical portion 4a of the reinforcing member 4 is “in a slidable contact” with the flywheel body (page 4A, lines 15 to 17), and that the reinforcing member 4 allows “axial movement of the flywheel” body 5 (page 4A,

lines 20 to 21).

Claim 6 has been amended to change “elastic plate” into --flywheel body--. This amendment has a basis in the specification at page 4A, lines 5 to 25, and in Fig. 1 of the drawings.

Claim 9 has been amended to change “elastic member” into --elastic plate--. This change is consistent with the terminology in the specification at page 3B, line 8, which refers to the elastic plate 2. Claim 9 has also been amended to change the term “driving shaft” into --crankshaft--. This change is consistent with the terminology in the specification at page 3B, lines 9 and 10. Claim 9 has also been amended to change the term “flywheel member” into --flywheel body--. This change is consistent with the terminology in the specification at page 4A, line 1. Claim 9 was also amended to change the terms “first end” and “second end” into --first member end-- and --second member end--. These changes were made to clarify that the ends of the reinforcing member 4 are being recited in the claim, which is clear from Fig. 1 of the drawings. Similar changes were made throughout dependent claims 10 to 12 for consistency. These changes have the same basis in the original disclosure as the corresponding changes made to claim 9.

Claim 11 was further amended to change “flanges” into --flange--. This editorial change was made to clarify a grammatical informality. Support for this change can be found in the specification on page 4A, lines 14 to 25.

New claims 16 and 31 each recite that “said elastic plate is clamped axially between said reinforcing member and said shaft end of said crankshaft.” This feature of the

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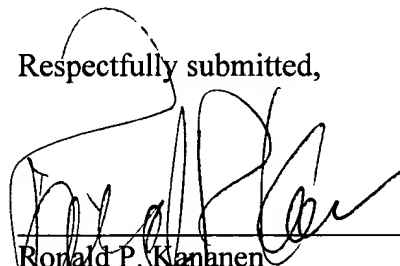
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Applicants' invention is shown in Fig. 1 where the elastic plate 2 is clamped axially between the reinforcing member 4 and the shaft end of the crankshaft 1. Support for this feature is also found in the specification at page 3B, lines 17 to 18. The remaining portions of these claims 16 and 31 have a basis in the corresponding portions of the Applicants' original claims, as well as throughout the original specification and drawings. New claim 28 has substantially the same text as the Applicants' original claim 3.

For at least these reasons, it is respectfully submitted that this reissue application is now in condition for allowance. Early issuance of a Notice of Allowance is respectfully requested.

If the Examiner has any questions or comments that could place this application into even better form, he is encouraged to contact the Applicants' undersigned representative at the number listed below.

Respectfully submitted,



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